Scenario Department	Trend	A	B	C	D	Other Comments
Austin Aviation Dept	Significant roadway expansion north/south and east/west. Adds the most roadway expansion to and from the airport. Improves compatible land use around the airport by keeping residential development around the airport low. Development plan is generally centrally-located with progress eastward.	Roadway expansion is primarily north/south with little east/west expansion (HWY 290). No improvements to roadways serving the airport. Residential development on airport property or within the Airport Overlay Zones is prohibited. Development is dispersed throughout the planning area.	Development in this scenario is similar to the trend scenario, however, there is minimal roadway expansion north/south and none east/west. No roadway improvements/expansion to serve the airport. Residential development on airport property or within the Airport Overlay Zones is prohibited.	Same as scenario B - No roadway expansion/improvements to and from the airport. Generally less development in the SE quadrant of the planning area. This scenario shows an increase in residential development on end around the airport (north). Residential development is a non-compatible land use near the airport. Residential development on airport property or within the Airport Overlay Zones is prohibited. Generally development is centralized along IH 35.	Similar to Scenario C - development is centrally located with a little expansion to the east. Some roadway expansion to and from the airport shown graphically, however, the text shows "no change". Generally, compatible land use development around the airport.	Airport passenger growth is currently forecasted at 2-3% per year for the next 5-10 year timeframe. No roadway expansion/improvements to/from the airport will negatively impact the airport and the City's economic base. The airport is the first and last impression a passenger will have of Austin. Compatible land use development (commerical, industrial, agricultural, etc) must be considered when developing around the airport.
Austin Climote Protection Program		The resources need to maintain this infrastructure improves will take away the cities ability to fund adaptation measures such as storm water mitigation and improved emergency services. The burgeoning growth patterns of acenario A and B would make it more difficult to protect land and decrease the ability to cultivate a diverse landscape. Consumes land with homea and roads makes it more likely that vulnerable communities would have a harder time accessing prodnctive agricultural lands. Scenario A aod B would discourage healthy and environmentally sensitive behaviors. The decentralized plan would make it more expensive to create a-multi-modal regional and comprehensive network of transportation effective for the movement of alt goods and services.	Same as A	This Scenario offers the greatest amount of land dedicated to open space. Additional open space can act as a buffer for stormwater surges and as a carbon sink. Plus, open space allows for trails and alternative non-motorized transportation.	Least amount of smog-forming air pollution & Carbon Dioxide. Least amouot of Vehicle-Miles Traveled per person each day & Vehicle Minutes Traveled. This results in decreasea vehicle exhaust . Greatest % of employeea & residents within a 1/4 mile of transit routes & stopa. Least amount of Sq Miles of development within environmentally sensitive areas. Freea up land for agricultrual use. Allows the community to choose land use patterns that best fit Austin's health lifestyle. Calls for the design of "right-sized" neighborboods that better utilize the public right-of-ways & transportation corridors for mass transit & alternative forms of transportation. This coutd replace much of the single occupant vehicles trips. Encouragea compact development patterns connected by public transit & trails. Ameliorate air quality & create a healthier environment for our children. Offers the best option to maintaining a rapidly renewable water source that is aafe & clean for all people & their activities.	The smaller we can make our infrastructure footprint, the less modifications and maintenance we will need to make in the future. By designing with the natural system and preserving land, we can create resiliency in our regional landscape.

Scenario	Trend	A	B	C	D	Other Comments
Austin Energy	Construction of transmission to serve new substations and associated distribution will be necessary to serve load, especially as development moves outward. Existing facilities may also need to be upgraded or extended to serve new load in existing areas.As the load in the downtown area increases in density, upgrades to the existing downtown network will be necessary. Difficulty in expanding existing facilities or constructing new substations may arise in established areas. There may be more of a push to place facilities underground, which will be very costly and may not be feasible in certain areas.	Similar to Trend, but may have less of an impact on the electrical infrastructure needs and associated issues due to the limited redevelopment of the Central City. The AE electrical system is built to address growth in an outward pattern similar to this scenario	New facilities and/or expansion or upgrade of existing electrical facilities to serve the load will be needed especially to the east. Expansion or upgrade of existing facilities may be necessary to serve the redevelopment within the urban core. Difficulty in expanding existing facilities or constructing new substation may arise in established areas. There may be more of a push to place facilities underground, which will be very costly and may not be feasible in certain areas	It may be necessary for AE to consider modifying their standard substation design to better accommodate areas with higher load densities and a compact growth pattern. Cost will significantly increase especially if more compact GIS substations need to be constructed.The capsbility to construct new substations to serve the dense load centers will be very difficult if transmission cannot be extended to the site or if land cannot be acquired. Coordination between AE and developers will be necessary so that the necessary facilities can be constructed to accommodate the new loads while still meeting the aesthetic vision of these new more compact communities. This scenario creates challenges on how to serve the denser load while trying to expand the electrical system.	Similar concerns to Scenario C. However, of the five scenarios this one may be the most costly from an electrical infrastructure standpoint, with the development focusing in the urban core area expanding facilities or constructing new ones will be very challenging.	
Austin Fire Dept	Current development trends would require the construction of multiple new stations and additional new units at many existing stations.	This scenario requires the construction of multiple new stations and additional units at several existing stations.	This scenario requires the construction of multiple new stations and additional units at several existing stations.	This scenario requires the construction of fewer new stations but more additional units would be required at existing stations.	This scenario would require the construction of the fewest new stations but the largest number of additional units at existing stations.	Growth policies intended to promote mixed-use, high density residential structures will place an increased emphasis on fire code regulations, inspections and prevention programs, and require the development of a comprehensive pre-fire planning program. Given the age and condition of many of our existing stations, locating additional units at these stations would require a major overhaul at some facilities and possible relocation and new station construction in other cases.

Scenario	Trend	A	B	C	D	Other Comments
Austin Police Department		Because the distribution of population varies across the scenarios, scenarios where new development (residential or business) occurs away will affect the department somewhat differently than in-fill scenarios.		High-density housing: although crime in high-density housing may lead to more dense crime, it doesn't necessarily result in more per-capita crime. Therefore, no particular increase in crime is expected with high-density housing. Mixed-use development: the primary advantage of mixed-use is the presence of residents during more hours. Unoccupied residences are at increased risk of burglaries during the day and retail businesses are at increased risk of burglary at night. Because mixed-used developments result in resident/shopper presence for more hours of the day/night, they may help deter these types of property crime.	Same as C	All five scenarios involve the same population increase. APD's response would likely focus on population distribution and new facilities. Police officers are less tied to physical facilities. For example, Fire and EMS facilities must be open on "Day 1" in order to provide service to newly annexed areas. While police officers operate out of substations, they are in the field for the majority of their shifts. Tho placement of a police substation is based more on population density and development as it emerges compared to Fire/EMS stations located on a grid that covers every square mile of the city, including undeveloped areas.
Austin Transportation Department	Transportation Systems Ranking 5.Although current CAMPO 2011 - 2014 TIP contains some projects to serve Trend Scenario, generally the most difficult challenges are presented to transportation service because the scenario projects the lowest average pop density per sq. mile and lowest percentage of all residents living within 1.4 mile of a transit route and stop. It exhibits the least proportion of mixed use resideotial and job development. Forecast with the highest hours of delay (543,000) and greatest value of time lost each year to this delay ($3.8 billion), the Trend scsnario is the most difficult and expensive to serve with roadways, transit, bicycle-pedestrian and trail infrastructure.	Transportation Systems Ranking 4. In many respects Scenario A is comparable to the Trend in terms of Transportation infrastructure, with the second greatest hours of delay per day, greatest average distance in miles for all residents to the closest job (.20 miles), and the same value of time lost each year to travel delays ($3.8 billion). These characteristics produce the highest projected daily VMT (36.2 million). This Scenario, like the Trend, supports auto-centric development patterns, a need to construct extensive freeway & arterial systems, and land use consumption that can not efficiently be served by multi-modal transportation.	This Scenario begins to provide more sustainable mixes of residences and jobs in terms of new development (52%). While increasing the percentage of residents within 1.4 mile of transit routes and stops (50.2%) it shows a projected reduction in hours of daily delay from the Trend and Scenario A. These benefits are evident in increased transit and bicycle-pedestrian trips per day, 255,200 and 185,410, respectively. The Scenario begins to represent a more sustainable development pattern in terms of transportation infrastructure provision, allowing greater success of multiple modes of transport, aod more efficient people-moving capability.	Transportation Systems Ranking 2. With higher population density per square mile of new development (14,400) and increasing proportion of residents within 1.4 mile of transit routes and stops, significant benefits associated with the challenges of transportation provision are obvious: increased daily trips by transit and bike-pedestrian (278,500 and 215,545, respectively), less daily VMT (35.7 million), and average distance to the closest job (.15 mile). A mix of transportation modes will be better able to serve this development pattern, at lower societal cost, and reduction in greenhouse gas emissions.	Transportation Systems Ranking 1. This Scenario performs best by reducing congestion and environmental impacts of greenhouse gas emissions, offers supportive patterns for multi-modal transportation systems and reduction of auto dependency. With the highest percentage of new mixed use development (71%) and population density of new development (15,200), it offers the greatest potential for alternative travel modes, reduction in congestion and daily hours of delay (388,000), and overall reduction in daily VMT per person (20.5). Alternatives will reduco the need for 'all trips to become auto trips' by offering choices. This is evidenced by the higher number of forecast daily trips by transit and bike-pedestrian modes, as well as the highest percentage of employees within 1/4 mile of transit routes and stops	
Austin Travis County Health Department	Creates less desirable outcome than C and D	Same as the Trend	Same as the Trend	Creates the second best outcomes for land use, environmental, City facilities and services, and transporation indicators	Creates the best outcomes for land use, envrionmental, City facilities and services, and trsnsportation indicators	We identified the most preferred as least risk of negative impact to the public's health.

Scenario	Trend	A	B	C	D	Other Comments
Austin-Travis County EMS					Because of the addition of mixed use corridors in existing service sreas with medium & high density residential above commercial structures, and the projected increase in high density residential housing, additional personnel, equipment, ambulances and stations would be needed.	Troffic flow in high growth areas will impact response time compliance due to increased population, construction and the expansion of commuter rail. Wireless network coverage could he an issue if the cellular network industry doea not build-out infrastracture at the same rate of growth. This impacts the Mobile Data Computers and Electronic Patient Care Report Computers in ambulances and command vehicles. Annexation of sreae that are currently receiving fire protection and EMS first response services from fire departments affect the funding model of those taxing districts and their ability to continue to provide services in areas adjacent to annexed
Austin Water Utility	Water Systems Ranking: 3, Wastewater Systems Ranking: 3, Reclaimed Water Systems Ranking: 4---The Trend scenario is ranked relatively high and also gensrally makes effective use of the existing and planned infrastructure systems.	Water Systems Ranking: 5, Wastewater Systems Ranking: 5, Reclaimed Water Systems Ranking: --This scenario includes development in the western portions of Austin's ETJ outside of Austin's water or wastewater impact fee service area (along FM 2244, in the Steiner Ranch area, etc.). AWU has no plans to extend W&WW services into these areas.	Water Systems Ranking: 4, Wastewater Systems Ranking: 5, Reclaimed Water Systems Ranking: 1---This scenario ranked lower in comparison due to the location of more of the projected growth to occur in currently undeveloped areas. This configuration would he expected to rsquire an increased amount of new facilities to scrve in new areas as compared to the other scenarios. In this scenario, the cluster of industrial development around ABIA would make good use of existing and near term CIP expansion of the reclaimed water system from the South Austin Regional Wastewater Treatment Plant.	Water Systems Ranking: 2, Wastewater Systems Ranking: 2, Reclaimed Water Systems Ranking:3 ---This scenario ranked relatively high and also generally make effective use of the existing and planncd infrastructure systems.	Water Systems Ranking: 1, Wastewater Systems Ranking: 1, Reclaimed Water Systems Ranking:1 ---This scenario ranked first for water, wastewater and reclaimed water systems indicating that it effectively uses the existing and planned AWU infrastructure.	Improvements include rehabilitation/upgrade of infrastructure and construction of new facilities to extend service to expansion areas. All of the proposed growth scenarios could be accommodated within AWU infrastructure plans (excluding the areas in Scenario A that fall outside of the service area). AWU's infrastructure plans include utility improvements to support development in these areas. Due to the limited existing wastewater systems in the SH 130 corridor, extensions including wastewater treatment capabilities will be required. The scenarios with more intensive development in the SH 130 corridor may tend to accelerate timing of the need to extend this infrastructure. Based on the estimated average anoual water demand for the five ecenarios, Austin's current water supplies are projected to be sufficient to serve all
Chief Sustainability Officer						

Scenario	Trend	A	B	C	D	Other Comments
EGRSO		Next to the Trend Scenario. seems to offer the best opportunity for development of an inland port around ABIA. I would question the feasibility of expanding IH-35 by two lanes in each direction.	Generally reflects the reality that denser mixed-use development nodes are already planned (and largely entitled) along the extension of Slaughter Lane to 183 (Goodnight and Carma Easton developments) and aronnd FM 969 / SH 130 (Indian Hills and Whisper Valley). The infrastructure needed to support such dense mixed-use development is critical to its success. The proposed express bus along the extension of Slaughter Lane to Congress Avenue and the proposed Lone Star Rail station on Slaughter Lane would be very beneficial. The design of the Slaughter Lane extension should accommodate future dedicated bus / light rail lanes.	Provides more development opportunities. What role in this development the City will take will define the work load for our redevelopment group as well as the team(s) working on revitalization projects where economic development staff is also involved. Scenario C provides more density at activity centers which provides opportunity for small businesses which translates into more work for the Small Business Development Program. These activity centers could also impact the amount of work for the Art in Public Places Program staff. Hybrid C & D – distribute music venues in Centers. The Downtown Central Core has been the primary location for the iconic museums, cultural institutions, venues – With the emphasis on activity centers displayed in Scenario C thought should be given to how the arts can play a role in anchoring or	Overall, this seems to offer the best direction forward, although some of the Sustainability. This appears to have the best overall sustainability performance of all the scenarios. Scenario D provide more development opportunities. What role in this development the City will take will define the work load for our redevelopment group as well as the team(s) working on revitalization projects where economic development staff is also involved. This provides more density at activity centers which provides opportunity for small buainesses which translates into more work for the Small Business Development Program. These activity centers could also impact the amount of work for the Art in Public Places Program staff. The Downtown Central Core has been the primary location for the iconic museums, cultural institutions, venues	The quicker the rail line goes to Mueller the sooner the Town Center there will become more dense and activated. Don't put housing and music venues nearby each other. Arts go where affordability exists
Financial & Administrative Services						
Fleet Services						The future of the Fleet Services is tied directly to the future of those departments such as APD, AFD, EMS, SWS, AE, etc that serve the taxpayers directly. Fleet Services is simply a part of the system that supports those departments. We would not plan any growth, relocation, etc. independent of the growth or expansion of those
Health Care District						
Human Resources Dept	Human Resource offices are currently within high density locations indicated for residences and jobs and are also located on existing transportation lines. Corporate HR offices are located in the regional downtown area. If an urban rail line is developed between ABIA, downtown, and the Mueller area, City employees would be more able to use public transportation to attend training at the City's Learning and Research Center at	HRD would need to consider locating employment offices in growth areas near the intersections of US 183 and MoPac, and at SH 71 and Interstate 35.	Same as A	Most of the corporate HRD offices are already located within the town center. This scenario most closely matches current HRD office locations.	Satellite employment offices or digital kiosk could be placed in each of the new activity centers. These offices/kiosks could also be used by employees to conduct City business without necessitating a trip to the corporate offices.	

Scenario	Trend	A	B	C	D	Other Comments
Labor Relations Office						None of the scenarios will affect our office directly. However, since our office is responsible for overseeing the contracts for the Austin Police Association, the Austin Firefighter's Association and the Austin/Travis County EMS Employees' Association, any impact on these departments may eventually affect some terms of our contracts such as Hours of work, Recruiting/Hiring, Wages and Benefits, etc. The immediate impact on these departments would be the additional need for civilian and sworn staffing and equipment to support the addition of 750,000 new residents and new open space. Transportation changes will affect the Police Departments Highway Enforcement division and funding associated with Transportation Federal Funding.
Library Department	This scenario represents the most demanding future growth possibility for service provision by the Library Department. With the population growth entailed in this scenario occurring on the outskirts of the City, the sitea of these larger Resource Libraries will be pulled to the municipal periphery causing a strain on our Delivery Services Division to keep up with the daily moving of materials between locations. Additional operational costs include the need to add vehiclcs and personnel for additional runs to these far flung library locations, and the need to replace vehicles more often due to the wear and tear of driving them longer distances.	Same as the Trend	Scenario B possesses a greater number of public transit improvements, both rail and bus. The Library Department will be providing library services to a more contained municipality, thereby incurring less mileage and wear on its departmental vehicle fleet. It may prove possibls to locate one or more of our planned Resource Libraries in the new and developed centers along major roads and transit lines, which will help in achieving the LEED silver rating required for all City of Austin construction projects in the future.	Our department would have the advantage of providing library services to a more contained municipal area, necessitating less mileage, wear and fuel costs for the Library fleet of vehicles. The more robust public transit system called for should assist the Library Department with placing its new Resource Libraries on transit routes in order to earn points toward a LEED silver building rating.	This redevelopment/infill of existing residential neighborhoods and the development of mixed-use centers affords the Library Department very similar advantages to those entailed by Scenario C. Those advantages include serving a more compact City (less fleet services operational costs) and greater ease in locating our future Resource Libraries on s transit route in order to garner the LEED – New Building points necessary for a silver rating.	
Municipal Buildings						

Scenario	Trend	A	B	C	D	Other Comments
Neighborhood Housing & Community Development	Minimize Development Costs/ Decrease Regulatory Barriers. The Trend presents a challenge due to its encouragement of development primarily in East Austin. This would potentially conflict with the department's goal to encourage the dispersion of affordable housing across the city including areas to the west that have traditionally not included effordable housing. East Austin has a higher concentration of affordable housing than other parts	Minimize Development Costs/ Decrease Regulatory Barriers. Minimize Racial/Ethnic Segregation & Poverty Concentration	Scenario B presents a challenge due to its encouragement of development primarily in East Austin. This would potentially conflict with the department's goal to encourage the dispersion of affordable housing across the city including areas to the west that have traditionally not includad affordable housing. East Austin has a higher concentration of affordable housing than other parts of the city	Minimize Development Costs/ Decrease Regulatory Barriers	Maximizes Density of Housing Product. Minimize Development Costs/ Decrease Regulatory Barriers. Minimize Racial/Ethnic Segregation & Poverty Concentration. Minimize Cost Impact on Operations.	Determining the scenario that most minimizes development costs and regulatory harriers proved difficult. While a green field development may provide the most inexpensive land costs, infrastructure costs may be minimized under the most compact ecenario.
Parks & Recreation Dept		Scenario A and B will require PARD to provide more neighborhood and pocket parks. The more lower densities, the more the Parks Department will be stretched. As it is, our 2006 Bond program will only address about 6 neighborhood infill projects. We have about 24 priority areas that are further than t/2 mile away from any major park facility. Major park facility includes a park with at least 3 amenities. (such as parking, picnic facilities, playscape, restrooms..etc..)	Same as A	Scenario C and D reflect a more concentrated residential areas, that will leave less neighborhoods being further away than ½ mile from a major park. In addition, park dedication funds or land required from these developments could benefit more of the population.	Most consistent with Long Range Plan. Most cost effective for parks. The more dense neighborhoods, the less demand for multiple parks scattered throughout the city. PARD can concentrate in development more metropolitan parks and inveating major funds for water parks, skate parks, dog parks..etc... rather than at the neighborhood or pocket park level. The maintenance costs of the neighborhood and pocket parks over exceed our capacity to keep up with the maintenance demands. The more scattered park system, the more maintenance centers we need to store equipment and staff. Scenario C and D reflect a more concentrated residential areas, that will leave less neighborhoods heing further away than ½ mile from a major park. In addition, park dedication funds or land required from these developments could benefit more of the population.	We will need to construct additional support facilities to maintain additional parkland and to reduce vehicle mile trips (Dept. Climate Protection Plan). We will need to master plan and develop additional parkland. We will need an increase to our budget to acquire, maintain and operate increases to park inventory. Overall, the impacts of the scenarios across the board is similar.

Scenario	Trend	A	B	C	D	Other Comments
Planning & Development Review: Annexation Program	The growth node in the northeast planning area is the most practical under current annexation laws. Job growth on US 290 West is located in an area where the availability of wastewater service is limited. Therefore, it will be difficult for Austin to annex this area and enact land use controls. Much of the land on the east side is shown as undeveloped, making it difficult to annex, serve, and regulate the isolated nodes of jobs and housing located there. To achieve this land use pattern may require the creation of special districts to finance utilities to the nodes and a delay of full purpose annexation due to the high cost of special district taxes. Regulatory control in isolated areas may be achieved through limited purpose annexation, but then only with property owner consent. Delay of full purpose annexation of developed areas can result in inadequate service to residents and strain on City resources.	This scenario shows significant "leap-frog" development, which is a major barrier to annexation. Annexation and provision of municipal services along RM 2244, RM 620, and US 290 West will require major investments in wastewater infrastructure, which is needed to achieve moderate or high density mixed use. The growth in the northeast and near southeast quadrants will the easiest to accommodate under the current annexation program. However, there are severe utility constraints in the southeast.	Except for a node on SH 71 West, this scenario avoids placing significant growth in hard-to-serve, hard-to-annex areas of western Travis County and fills in more of the close-in northern, eastern, and southern parts of ETJ. This pattern will make it easier to provide efficient public safety services. However, barriers to annexation remain in the farthest reaches of the ETJ, where the presence of other water supply corporations with limited water capacity and no wastewater treatment facilities constrains development.	This scenario impacts less land outside the city limits than the first three scenarios, so one would assume that less annexation would be required. In fact, because of the distance of the centers from the existing city limits, the absence of wastewater infrastructure where the centers are located, and the apparent desire to prevent development of the in-between land, it may be impossible to annex much of the growth in these centers. As a result, the centers will exist in a regulatory and service vacuum, and it will be difficult for the City to recoup the costs of growth. Alternative models will be needed to support growth, such as special districts, but care should be taken to minimize the fracturing of service provision among multiple entities. Regulatory controls will be necessary to prevent "backfilling" of development into the gaps, but it is not clear how that can be achieved without annexation.	This scenario impacts very little land outside the city limits and largely avoids leap-frog development. The nodes of growth shown near Manor, the Robinson Ranch (McNeil Crossing), and US 183 South could probably be annexed and served by the City under existing annexation laws and service extension policies. The node of growth along South IH-35 is adjacent to the City, but it is not in Austin Water's service area, and new investment in public safety services would be required due to the access challenges created by the limited-access highway.	
Planning & Development Review: Urban Design Section				More compact scenarios would likely require more staff to assist in the creation/modification of codes and design standards to ensure that new compact development is of high quality, feasible, and contributes to the creation of a more sustainable city.	Same as C	
Public Works						
Solid Waste Services	With the current trend scenario SWS would be doubling its current service area and number of residential customers. This trend would cause the greatest increase in operational costs to SWS. As of 2010, the City of Austin's Solid Waste Services Department is currently responsible for city-wide litter abatement and collection of solid waste from 163,965 residential customers, 234,965 anti-litter customers, and 2,603 commercial customers, which includes small multi-family dwellings of 4 units or less and a limited number of qualifying small businesses.	Scenario A shows the highest levels of new growth in the east and west that would need to be met with new SWS collection routes and significant Zero Waste education to new residential customers. Scenario A shows the second highest increase in new development that is mixed use and thus would require the least amount of change in current SWS services other than an increased operational area, more collection trucks, and a greater amount of Zero Waste outreach and education.	Scenario B is very similar to Scenario A in that it would still need to be met with new SWS collection routes and significant Zero Waste education to new residential customers. The redevelopment within the urban core would likely not have such a profound effect on current SWS services because it would simply be incorporated into our current service area and would not likely require additional equipment.	Scenarios C & D would allow SWS to be the most creative with new services. Both scenarios are very compact, have a great amount of mixed use development and therefore would require specialized services from SWS. Zero Waste education would be a key component in both Scenario C & D and would most likely lead to the creation and incorporation of public recycling stations and perhaps community gardens and compost bins.	Scenarios C & D would allow SWS to be the most creative with new services. Both scenarios are very compact, have a great amount of mixed use development and therefore would require specialized services from SWS. Zero Waste education would be a key component in both Scenario C & D and would most likely lead to the creation and incorporation of public recycling stations and perhaps community gardens and compost bins.	

Scenario	Trend	A	B	C	D	Other Comments
Watershed Protection	Trend shows high levels of new growth in the east and west and would create the most significant/expensive impacts to the protection of eastern creeks and floodplains. Scenarios with the most extensive land area developed (Trend, A, & B) result in the greatest increase to the City's service area. Trend shows high increase in roadways and thus would likely have the greatest negative watershed impacts.	Scenario A shows high levels of new growth in the east and west and would create the most significant and expensive impacts to the protection of eastern creeks and floodplains. Scenarios with the most extensive land srea developed (Trend, A, & B) result in the greatest increase to the City's service area. Scenario A shows the high increase in roadways and thus would likely have the greatest negative watershed impacts.	Scenario B shows high levels of new growth in tho east and west and would create the most significant and expensive impacts to the protection of eastern creeks and floodplains. Scenarios with the most extensive land area developed (Trend, A, & B) result in the greatest increase to the City's service ares.	Scensrios C and D sre the preferable alternatives for preservation of open space within headwaters and floodplains, especially east of IH-35. Smaller service areas would have less of an increase in operational costs and would potentially reduce future annexation costs . Scenarios with the greatest infill density will require the greatest set-aside for these upgrades. Scenario C and D show the least development in the sensitive western watersheds.	Same as C	